### THE STORM'S VAST SWEEP.

Continued from First Page.

telegraph poles and wires which had fallen across the track had been removed. This was a work of considerable difficulty, as in some cases it was necessary to thep the poles in two with axes. The train was nearly an hour late.

The first horse-car on the Monticello Avenue line of the Jersey City and Bergen Railroad had a car-stables removed the obstructions. The fall mist and fog prevailed. The rain precipitation of these poles out off a large portion of the West | up to this evening has been about two inches. The ern Union Company's communication, interfered | maximum velocity of the wind on Sunday was structed the fire-alarm telegraph.

the cellars in the lower part of the city, and in many instances the water reached as high as many instances the water reached as high as the first floors. The streets on Sunday night were almost impassable, as the high wind had extinguished gas and oil lamps. Trees were blown down in almost every section of the city. The meadows between Jersey City and Hoboken were flooded and the occupants of the "shanties" there were driven to the upper floors. The damage was not so great in Hoboken, but a great many telegraph poles and trees were blown down, and cellars near the river front were flooded. It was generally agreed that there has been no such destructive storm since the "blizzard" last March.

March.

In North Hudson, which comprises West Hobolten, Union Hill and other townships, the storm was exceedingly severe. It was reported that two houses had been unroofed, but the police had no knowledge of it. A great many trees were prostrated and the reads were in no condition for travel.

THE YOUNG BLIZZARD ON LONG ISLAND.

At & o'clock on Sunday night people on Long Island congratulated themselves that the combined snow-storm and blizzard which struck them on Sunday was over, and that they could once more go out of doors without being buffeted by a young hurricane or a blinding hail and raina young nurreame done cannot as yet be estimated, but it is large. Telegraph and telephone communication with the eastern end of the island was almost impossible.

At Sag Harbor the reports were that the storm was a fell-fledged blizzard, the wind blow-

storm was a fini-nedged blizzard, the wind blow-ing a perfect hurricane. There were a number of small vessels at anchor, and several of them dragged their auchors and narrowiy escaped being blown ashore. The big pile-driver and mud-digger broke loose and were dashed against the digger broke loose and were dashed against the new dock, completely wrecking it. The pile-driver fell over upon it, while the digger was smashed to pieces. Two yachts and the sloop Resolute withstood the fierce gale for a long time, but finally went ashore. A train on the Long Island Railroad had a narrow escape from being wrecked at Sag Harbor, and the accident was enly averted by the lateness of the train. A large willow tree was blown atross the track. E. Ferdham ran up to fiag the train, while a number of volunteers got the obstruction away in time.

In Jamaica the storm was severe. At 2 o'clock in Sunday afternoon the cars on the electric railinay were forced to stop running. Long Island ity did not escape seathless. Along Jackson in Thompson aves, the telegraph poles went by as board, skylights were carried away and sidealles were overflowed. Many trees were blown own. It was impossible to communicate with a past of Long Island from that exty by teleany part of Long Island from that city by tele-

Seldem has Coney Island suffered more from a storm than it did yesterday. The people there remained for the most part in their homes, wondering how soen the roofs that sheltered them would be torn from over their heads. Along the coast, as far as the eye could see, high billows circled toward the beach with the swiftness of a mountain eagle in rapid flight. On the sandy shore the fury of the waves, by the force of their concussion with the land, dashed great jets of water often thirty feet, sometimes more, in height into the air. Seldem had any storm more subline or more weird been seen on the shelving beach of this seaside resort of New-York. Seldem has Coney Island suffered more from

Seldem had any storm more sublime or more weird been seen on the shelving beach of this seaside resort of New-York.

The Marine Railway, a mile and a quarter in length, which ren from the site of the Brighton leach Hotel to that of the Manhattan Hotel, had its station, which was creeted where the first hotel stood previous to its removal, blown down in the storm. The piles along half of the route of the railway, upon which the line was built, also fell victims to the prowess of the storm. A bething-ravilien that had been attached to the Brighton Beach Hotel, and which had been left standing, was partially blown away. The raninder was expected to follow, should the storm not abate by this morning. At Sheepshead list the fields and reads were covered with water, is standing places to the depth of four feet, render-

The high tide caused considerable damage about the shores of Staten Island. At St. George the heavy sea washed over the bank and fleeded the tracks of the Rapid Transit Railway Company. The racks of the Rapid Transit Railway Company. The racks of the St. George ferry sin were also considerably damaged. The Staten Island ferryboats experienced much difficulty in entering their siles at St. George. The tide under the trestle of the Staten Island Rapid Transit Company, between Sung Harbor and Livingston, yesterday was within five luches of the railroad tracks.

Hull The schooner Cox and Green, of Greenport, L. L, from Philadelphia, is ashore at Hull, and is said to have bilged. The schooner Bertha F. Walker, of Fail River, from Philadelphia, is reported ashore at Hull. Captain Westgate and the first mate were lost.

The following statement was obtained by a Journal' reporter in an interview with Captain Thompson, of the Eertha F. Walker, on his arrival in this city from the seene of the disaster near Point Allerton: "We anchored on Montant Property of the Staten Island Rapid Transit Company, between Sung Harbor and Livingston, yester and the first mate were lost.

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Thirty-eight fishing smacks were sheltered in the Stapleton basin, and a large number of pilot beats were anchored off Stapleton. At South Beach, below Ketietashe's bathing-pavilion, two large canal boats, which had broken loose from the tag Berdentown on Sunday, drifted ashore in the merning. The boats were left high and dry on the bench. Four bathing houses belonging to Henry Bergmann, of South Beach, were also washed away, and the Widow Müller's Hotel marrowly escaped being undermined by the tide. At City Island an almost innumerable fleet of vessels were detained. No disasters to them were reported at a late hour last night. The latest news from Quarantine reported no abatement of the storm. A large scow, loaded with concrete stone, sank there during the afternoon. One of the smaller piers was entirely carried away, and much damage was done by the high tide.

Vonkers felt the force of the storm more than any place on the Hudson River in Westehester County. There the wind has a clean sweep of twenty miles down the river, and consequently the waves were hreaking on the Youkers beach on Sunday night like the Concy Island surf. At the foot of Ashburton ave, the big gas-house dump suffered greatly. About eighty feet of the heavy planking of the side was carried away and the cribbing at the end was badly damaged. Thirty-eight fishing-smacks were sheltered in

Halifax, N. S., Nov. 26.—The storm which set in last evening blew a gale from the eastward all day, accompanied by heavy rain. The sea in the harbor is running high, but beyond some chafing, the many vessels at the wharves have received no damage. The steamer Caspian, which was to have sailed at The steamer Lappean, which was to have said a not made for Liverpool, via St. John's, Newfoundland, remained in port. The weekly mail steamer Vancouver had not made her appearance up to dark. The steamers Worcestor, from Boston, and Alpha, from western ports, are also behind time.

THE POMERANIAN OUT OF THE ICE. Quebec, Nov. 26.—The steamer Pomeranian, which was stuck in the ice at Sorel, but which managed erday morning with the aid of three tugs to reach Batiscan, where she anchored for the night, got under way this morning and is expected to arrive here soon. St. Johu, N. B., Nov. 20.— The sudden change in the weather within the past few days caught a number of vessels in undesirable winter quarters. At New-Castle six schooners have been frozen in and at Chatham ten have been similarly caught.

Newport, Nov. 26 (Special.)—The Fall River Line decided last night not to send any boat out from here to decided last night not to send any boat out from here to New-York and none arrived here from New-York. These orders were repeated at both ends of the line to-night. Trains are running as usual, but with some trregularity, and New-York Sunday newspapers are yet to reach here. Newport's famous spouling rock never appeared to better advantage than it did to-day. Hage rocks were tossed from the ocean to the roadbed of the Gecan Drive, and the read was badly damaged in places. Huge breakers were driven in further and further until they reached the new pavillon erected two years ago. The underpinning was started. Everyhedy expected to see the entire building washed out to sea. The two towers were moved quite a distunce inshore, and one was demolished. The sea wall and the stone pavement in the rear were

Winthrop, Me., Nov. 26.—An engine and fitteen cars of a freight train on the Maine Central Railroad were thrown into Lake Maranacook this foreneen. The en-gineer, fireman and brakeman, who were in the cab, were baidly scalded. They were able, however, to swim ashore. The high water had undermined the track, which was buried also under several inches of ice. The

" THE GALE A SEVERE ONE.

DAMAGE DONE BY STORM IN NEW-ENGLAND. THE TELEGRAPHIC SERVICE ALMOST PROS-

TRATED FOR A TIME-ANCHOR CHAINS SNAPPED-COTTAGES ON THE COAST WRECKED-RAILROAD EMBANK-MENTS WASHED AWAY.

Boston, Nov. 26.—The severe showstorm and similar experience. There is a long open stretch | northeasterly gale which began in Boston between on Grand-st. across the meadows from 5 and 6 o'clock on Sunday morning has proved Fairmount-ave. to Variek-st. Every tele- the worst November storm in New-England on graph pole between these two points record since the establishment of the Signal Serwas prostrate and more than half of them were vice stations, and few old men can recall its equal. lying on the track. The others had fallen out- Snow fell to the depth of five inches and then ward into the meadows and had torn up the turned to rain, which fell heavily all Sunday night sidewalks as they fell. A gang of men from the and to-day until 3 p. m. After that hour a dense with the telephone system and partially ob- forty-two miles an hour. To-day the velocity increased to fifty-one miles an hour. The snow The high tide caused by the storm flooded all which at dark on Sunday encumbered the streets and sidewalks has all disappeared and left the pavements cleaner than before the storm. greatest damage to telegraph and telephone wires was done after dark on Sunday night, when the winds played sad havoc in many places with the as the surf was running six to eight feet high. heavy poles and the mass of wires strung thereon. The fire alarm system seems to have suffered least of all, and at noon to-day the operators at the central station and City Hall reported every circuit in working order. The wires of the New England Telephone and Telegraph Company suffered severely by the increase in the gale on Sunday night, and are now in bad shape, except in the city proper.

The Western Union was probably the heaviest sufferer by the storm, and even this morning its service in many directions was crippled. Notably was this the case with the New-York service, for not a wire out of the sixty could be got to work. At 8 o'clock to-night thirty-one circuits were working to New-York, four to Buffalo and two to Chicago, and the volume of business was under control. The Mutual Union had the greatest trouble with its New York wires. The United Lines had the burning out of its wires in the city terminus added to its other troubles. A cross on an electric light wire about 8:30 g. m. to-day burned out the cables in the cupola over the Devonshire-st, office, and for a time stopped all communication. The New-York connection is the only one with which this company has had trouble, and the wires are down west of New-Haven. At noon, however, three quadruplex wires were working to New-York and all of the leased lines. The Long Distance Telephone Company suffered heavily by the storm, and at noon had no connection with New-York.

The exact less of life and property on the New-England coast by the gale cannot be accurately stated, but it is presumably true that at least forty vessels were damaged. Of this number, perhaps ten or fifteen will prove a total loss, while others were badiv damaged. The loss of life is known to be at least twenty-five. Five of these were lest off Hull, and fifteen off Scituate.

The British schooner Avelone Captain Milberry, from St. John, N. B., for New-York, with a cargo of 40,000 laths, consigned to Messrs. Scammell Brothers, is ashere on Spectacle Island, Boston Harbor. Captain Milberry reports that he left St. John November 22, and had good weather until he reached Cape Cod, Sunday morning. The wind then increased to a gale, with blinding snow and extremely high seas, which continually swept over the vessel, washing away the deckload of laths and two of the schooner's crew. He concluded to head for Boston. About 2 p. m. on Sunday he discovered the breakers off Half-Way Rock, below Boston, and he let go the anchor. In a short time the chain parted and the schooner again started for Boston. One of the crew was struck by the main-boom, knocked overboard and lost. The schooner's boat was also lost, having been struck by a heavy sea off Fawn Bar. About 5 p. m. on Sunday he anchored the vessel off Spectacle Island, and subsequently parted the remaining chain. The vessel then dragged ashore, where she lies comparatively easy. She will probably float when the weather moderates. The Boston. The mate and one seaman remain on pavillons have been undermined, and will be carried board. Tse names of the men lost were Charles away if the surf does not subside. The little cottage Blackford, John Doucette and James Tidd, of of Thomas DeWitt, the section boss of the Newlist the fields and reads were covered with the constraint of the depth of four feet, rendering traffic impossible. Access to Fort Hamilton from Coney Island was too dameerous, even for the most active and robust. Telegraphic and telephone communication with the city was cut off by the violence of the storm at an early hour vesterday. on Toddy Rocks. Captain Champion states that into the ocean and knocked to pieces by the surf.

The following statement was obtained by a "Journal" reporter in an interview with Captain Thompson, of the Bertha F. Walker, on his arrival in this city from the seene of the disaster near Point Allerton: "We anchored on Monday near Hyannis, with thirty-six other coalers from Philadelphia, and did not succeed in getting away until Saturday morning. We passed Cape Cod at 10 o'clock in the night, at which time there was a fresh breeze and a heavy rain. We made Minot's Light at midnight, ran for Boston and anchored between that point and the fort at 2:30 on Sunday morning, when the weather

away finth Saturday norming. We passed cape Cod at 10 ociock in the night, at which time there was a fresh breeze and a heavy rain. We made Minot's Light at midnight, ran for Boston and anchored between that point and the fort at 2:30 on Sunday morning, when the weather began to get thick, and a strong cast-northeast wind was blowing. At 8 o'clock on Sunday morning the vessel began to pound. Our chains were shiped and we were driven high up on the Hull beach, nearly abreast of the telegraph station. At 9 o'clock in the night we were taken off by the life-saving crew. One of the life-beats was stove in."

It is not thought that any serious damage was done to the vessel. The Charles Worley, a schooner from Hull for New-Haven, is ashore at Sandwich. The schooner Anattic E. Eaton, of Thomaston, Maine, from Boston on Saturday last for Port Spain, Trinidad, is ashore on Nantasket Beach. The vessel is full of water. The schooner Robert Darity, Capinin Richard Low, of Sedgwick, Maine, from Boston, dragged both anchors on Sunday night and went on the rocks at Hospital Point, Salem Williows. The Darity is a two-masted schooner of 124 tons. The schooner is on the rocky bottom and pounds heavily, but as there is little surf she may be got off noi much the worse. There are two unknown lumberladen schooners ashore at Cohnssett. They broke away from their anchorage in Glouester Harber on Sunday night. The crew of one of the schooners was reported lost.

At 6.30 p. m. on Sunday a two-masted schooner was discovered off First Cliff Point, Scitnate, bottom up. She proved to be the Edward Norton, owned by Sunday School of Twharf, Boston, lifteen of whom were drowned. Lift Point, Scitnate, bottom up. She proved to be the Edward Norton, owned by Sunday School of Twharf, Boston, lifteen of whom were drowned. Lift Point, Scitnate, bottom up. She proved to be the Edward Norton, owned by Sunday School of the scho

Horsford's Acid Phosphate RECOMMENDED BY PHYSICIANS of all schools, for the brain, nerves and stomach.

ing a portion of it away. The cottages along the crest all received some damage. At Winthrop the crest all received some damage. At Winthrop the storm raged with great fury. The whole crest at Ocean Spray was washed away. All the cottages in Shirley-st, were damaged. Windows were broken, cellars were filled with water, and the furniture and carpets in some were rained. The handsome new cottage owned by J. H. Jessop at Ocean Spray was considerably damaged by stones and water which flew over the plazza into the house from the beach.

A WILD STORM IN THIS STATE.

GREAT DAMAGE DONE BY THE HIGH WINDS.

GREAT DAMAGE DONE BY THE HIGH WINDS.

GREAT DAMAGE DONE BY THE HIGH WINDS.

TRAFFIC EVERYWHERE DELAYED—DESTRUCTIVE

GALES ON LAKE ONTARIO AND
ON THE HUDSON.

ON THE HUDSON.

Kingston, N. Y., Nov. 26 (Special).—The November blizzard, which raged here yesterday and last night at SECRETARY WHITNEY'S UN-AMERICAN COURSE

SUMMER COTTAGES IN DANGER. THE STORM ALONG THE JERSEY COAST.

DAMAGE DONE BY THE ANGRY WAVES ESTI-

MATED AT #350,000.

Long Branch, Nov. 26.-The storm has caused heavy damage along that part of the New-Jersey coast extending from Sandy Hook to Barnegat Bay Inlet. There are no vessels ashore on this section A reporter of The Tribune travelled the fifty miles of coast which lies between the Hook Up at Spermaceti Cove, near Sandy Hook, a large three-masted schooner was seen in distress. she lies at anchor a third of a mile off shore. of hir sails had been torn to ribbons and she was dragging her anchor. She is nearly opposite Life-Saving Station No. 2. The members of the crew of the station made several efforts to go out to the endangered vessel, but they were unable to launch their lifeboat

All the telegraph wires and half of the poles along the coast have been torn down, and the only communication with New-York is by train. Between Sandy Hook and Long Branch the tracks of the old New-Jersey Southern Railway are under water at several points as the extremely high tide forced the water from the ocean over the Sandy Hook peninsula into the Shrewsbury River. At Sea Bright the streets and the west side of the town are under water and all yesterday afternoon the people were paddling

about in skirfs.
Owing to the heavy storm, the trip along the coast was not an agreeable one. The strong wind nearly blew carriages over and carried away all the signs and awnings in its pathway. The surf boomed and thundered on the beach like cannon salutes and sent its spray flying nearly one hundred feet inland. It is almost impossible to tell what the damage wrought by the storm will foot up, but it is estimated at from \$300,000 to \$350,000. Nearly every buildhead of In the Mohawk Valley, the snow being eight inches the cottages between the Highlands of Navesink and | deep. Long Branch has been demolished, several cottages have been undermined and toppied over into the ocean, and the beautiful lawns cut out and carried

off by the angry waves. The cottage of the Rev. Dr. E. S. Gilbert, at Galilee, Monmouth Beach, was undermined by the sea, which knocked its piazzas into kindling wood and then tore out the foundation walls. The cottage fell part of the way down the little bluff, where the surf began tearing it into pieces.

Near Dr. Gilbert's cottage was the pleasant summer home of Mercer Reasley, the Chief Justice of the State Supreme Court of New-Jersey. The waves tore out his bulkhead and then cut huge gaps into the broad, level lawn. The surf soon ate away the lawn. tore off the plazzas and broke into the basement. It surged back and forth under the house, with reports that were almost deafening. The walls soon gave way, and when dusk came the large cottage was on the point of toppling down upon the surf into the sea.

The two cottages of William G. Shippen, jr., north of Sea Bright, had their heavy brick basement walls torn out, and the water rushed backward and forward underneath them with such force that the two structures trembled violently at every assault. These are the two cottages formerly owned by Henry II. Fricken, the New-York architect, which were almost knocked to pieces three years ago by a heavy storm similar to this one. They will probably be total wrecks by daylight.

The broad artificial stone sea-wall along the cottage property of Mifflin Paul, at Sea Bright, became a to the waves, and it was torn out in big pieces, which instantly disappeared in the sea. The lawn of the cottage of A. H. Calef, the Wall Street broker, suffered heavily. The surf demolished the bulkheads and then cut away and swallowed up a strip of his lawn over thirty feet wide. The bathing houses of the Hotel Shrewsbury were picked up by the waves and then hurled in pieces upon the beach. Normandle by-the-Sea, the summer hotel of Colonel Ferdinand P. Earle, between Sea Bright and the Highlands of Navesink, lost all its broad cement walks the beach has been undermined, and threatens to go out to sea at high tide to-night.

At Highland Beach, the new day resort on the Sandy Hook peninsula, opposite the Highlands of Navesink, the waves are making a clean sweep over tug Samuel Little brought the captain up to into the Shrewsbury River. The bathing houses and Mr. DeWitt and his family stayed at Life-Saving Staifon No. 3 last night and moved to Branchport today. The builkheads of the cottages of Mrs. William W. Shippen, sr., Dr. Buckley, ex-State Senator Garrett A. Hobart, J. Harsen Rhoades, William L. Sirong, William H. Yredenbergh, John McKesson, John McKesson, ir., Elehard De Gray, Mrs. Herter, George F. Baker, the late Frederic A. Potts and Oliver Doud Byron, gave way beneath the heavy blows of the surf, and sad inroads were made into the cottage lawns. The two cottages of M. B. Houghton were undermined. One of them now lies half way down the bluft, where the waves are tearing it to fragments.

At Long Branch most of the bulkheads have been damaged. The beach is covered with wreckage of all kinds. There are several heavy spars on the beach which have evijently come from wrecked vessels. The great Ocean Pier has been damaged by being struch by the wreckage.

At Asbury Park the beach has been cut out, but the beach walk has so far withstood the heavy blows of the surf.

At Deal Lake the waves have cut a new inlet from the ocean, and torn away nearly all the heavy oak bulkheading creeted by the Government three years ago, so as to keep the sea away from the foundations of Life-Saving Station No. 5. The station is now in danger.

Philadelphia, Nov. 26 (Special,—A dispatch from

is now in danger.

Philadelphia, Nev. 26 (Special).—A dispatch from Atlantic City states that the island is now experiencing the highest tidal wave in years. It extended from the Inlet to Erigantine Reach and Long Port. The principal bath-houses and amosement partillons are destroyed. The Half-way House has been lifted entirely from its foundations. The water backled up on the meadows to great depth, and trains seen lifted entirely from its foundations. The water backed up on the meadows to great depth, and trains annot go out or arrive. The estimated loss is \$100,

Cape May, Nov. 26.—The great storm has done little damage to the heach in front of the city, or to any improved property between here and Cape May Point.

TRAINS DELAYED IN THE EAST. EFFECTS OF THE GALE IN MASSACHUSETTS AND

Springfield, Mass., Nov. 26 (Special).—The snow storm that began on Sunday was not as damaging in-land as on the coast. Although Sunday was a cold nd disagreeable day, and one that kept people indoors most of the time, it did no serious damage Springfield. The railroad Irains were from thirty minutes to an hour late on most of the roads and the horse-cars found travel seriously impeded. The tele-graph wites were all down, east, save one line which was used mainly for press service. To-day the wind changed and a drizzling rain followed yesterday's bluster. It has raised the water in the Connecticut River full five feet.

Danvers, Mass. Nov. 26.-The wind blew a hurricane yesterday and the snow drifted to a height of three and four feet. Horse-cars were abandoned all along the line and religious services at churches were given up last night. Telephone, telegraph and electric

light wires are down. Manchester, N. H., Nov. 26,-The storm was general throughout the State and has been marked by unusual severity for November. The snow-fall has attained a depth of six inches and this has been drifted by a fleree whild. This merning the snow changed to rain, but there was no diminution of the wind.

Augusta, Me., Nov. 26 (Special).—The storm in Augusta has been one of the most severe known here for years. It opened on Sunday foremoon with a heavy snowfall, the wind blowing a tremendous gale from the northeast, reaching a velocity of forty miles any hour. Over a foot of snow fell. This morning the weather moderated, and rain has been pouring down all day and the wind has been leavy. There is some six inches of slash in the streets.

Lewes, Del., Nov. 26.—The unknown schooner re-ported ashore at Rehobeth is the Emma from Bangor

for Philadelphia. The vessel will be a total loss. The bark Hannah (Nor.), from Philadelphia for Limerick, before reported, is broken in two. The crew are safe. Pilot Connor was in the rigging all night and was taken off by the Life-saving crew.

The schooner Helen, from Philadelphia for New-

port, is ashore in the harbor. The bark Cuba (Ger.), from Philadelphia for St. Loubes, has apparently lost her anchors. Tugs are

holding her.

The bark Sarah A. Staples, from Philadelphia for Rogen, has lost her foremast.

The schooner Jesse Murdock, from Wareham, lost her starboard anchor and fifteen fathoms of chain Friday morning off Fourteen Foot Bank, Delaware

a fearful rate, has continued all day with little DISPROVED BY THE WORK ON THE TEXAS. The gale last night was terrible beyond on her New-York trip until 3 o'clock this morning. | Naval In" The ferry lines have been compelled to abandon cess so f-many of their trips. All trains are behind. The When To the storm was especially severe, snow from four designs rather than to our own American Navy and civ electrical displays were noticed in the cloves there and the Inlet yesterday. There were no wrecks to last night. The Overlook Mountain House is said to have rocked to and fro all night like a tempest- policy as a compromise of the reputation of the countossed ship.

Newburg, Nov. 26 .- At noon to day the wind blew hard. The passenger steamer Brett, which left New-York at 9 a. m. yesterday, did not get here until m. She had a hard fight with the head-winds in Haverstraw Bay, and could not make any of her landings. The steamer Homer Ramsdell, which ought to have started for New-York at 8 o'clock last night, did not leave here till 3 a. m. The bum-boat Annex with fruit and vegetables. Navigation was almost suspended on the river yesterday and last night, except by the ferryboats. The storm was so severe in the Highlands of the Hudson to-day that the transfer of passengers by boat between Cornwall and discontinued. Trains are now run to West Point from a working-shed has been put up, under which there is around the blockaded tunnel had to be both directions, and the transfer is made by stages.

Albany, Nov. 26.-Snow began falling here about morning, when it turned to hail and finally stopped. A strong northerly wind drifted the snow badly, and the night was a disagreeable one. Trains were belated, and north-bound travel on the river was susbrief cold snap would close up all navigation.

Canajoharie, Nov. 26.-There is excellent sleighing Trains on the West Shore and New-York Central Railroads are from two to five hours late.

Oswego, Nov. 26.-The storm was severe here, and vessels caught out on the lake had a hard time The canal is open between here and Syracuse. Utica, Nov. 26 .- Snow has fallen here in the last twenty-four hours, covering the ground to the depth of two or three inches. The ice in the Eric Canal detains boats, and some now slowly passing will

probably fail to reach their destination.

Ithaca, Nov. 26.—Winter set in last night unex-A high gale prevailed all night, and about six inches of snow fell. Sleet fell to-day. The canal and lake are still open, and a few boats are being burried through on their final trips.

Rochester, Nov. 26,-Snow began falling here about midnight last night, but this afternoon it turned t rain. There are about five inches of snow on the The canal is filled with boats tied up.

Lockport, Nov. 26.-There was a light fall of snow here last night. The sky was overcast to-day, the air being full of mist. The canal is free from ice.

Buffalo, Nov. 26.—Superintendent Ira lietts reports that the western division of the Eric Camal is free of ice, and that a few boats are moving along all right, with good prespects of reaching their destinations. Tonawanda Creek is also reported free of fee.

tinations. Tonawanda Creek is also reported free of lec.

Watertown, Nov. 26.—Snow began falling before midnight and has continued all day, mingled with sicet and drifting considerably. The trains are nearly all on time. A strong northeast wind has been blowing for three days on Lake Ontario, and last right it broke into a gale. The barge Annie, from Montreal, and the canal-boats Alfred, from Montreal, and the canal-boats Alfred, from Montreal, and Arthur and H. H. Seismith, from Ottawa, loaded with lumber, were being towed by the tus E. E. Eddy to Oswego. The towline broke near Cape Vincent, and the boats went ashore at Gravelly Beach, where they are rapidly going to pieces. The valuation of the property is \$11,500; insured for \$7,300. The crews, mostly Frenchmen, were saved. Three vessels loaded with lumber for Orgiensburg lay at Cape Vincent last night, having been slightly damaged by the storm.

Reports from Cape Vincent state that at 2 o'clock this afternoon the storm was still raging. The fishing smack Captain Charles Roats went to pieces on the shore. A tug is patrolling the river for wreeks, the Indications being for a bad night.

SPECIAL SIGNAL SERVICE BULLETIN. and some of its bathing houses. The large pavillon on THE STORM CENTRAL IN THIS VICINITY-WARMER THAN USUAL IN THE NORTH-WEST.

Washington, Nov. 26.-The storm continues central off the Middle Atlantic and South New-England coasts, with apparent tendency to move northeasterly Light snows prevail in the lake region as far west as Toledo, in Northern New-England, New-York, Pennsylvania and Ohio. Threatening weather and rain, with sirong northerly gales continue on the New-England Tiverton, N. S. The Gertrude Abbott is ashore Jersey Southern Rallway, has been tumbled over coast and in the Middle Atlantic States; fair weather prevails in all other sections, except in Texas, where light rains are reported.

the central values from ferty to fifty degrees in the southern States and from thirty to forty degrees in the Central Valleys.

The temperature rose ten degrees throughout New-England and Eastern New-York during the past twenty-four hours, where it above freezing.

FROM MAINE TO VINEYARD HAVEN. THE NEW-ENGLAND COAST IN VARIOUS PLACES STREWN WITH WRECKS.

McLoon, of this port, lime laden, struck heavily against her wharf last night, parted her chain and drifted out ipon the ledge, where her cargo caught fire. She will be a total loss. The crew is safe.

Marblehead, Mass., Nov. 26 .- The fishing-schooner Knott V. Martin went ashore last night at Rotten Duck and will probably be a total loss. Most of the vessels are going to pieces.

Gloucester, Mass., Nov. 26.-The British back Alice. anchor outside of Ten Pound Island, went adrift yesterday, and her crew aband ned her last night and tool refuge on the schooner J. and J. Locke, of Barrington N. S. The J. and J. Locke afterward went adrift, and he two crews abandoned her and went on board of another schooner, where they remained until morning. when they came ashore. Both the Alice and the Locke drifted to sea. The brig finally floated ashore on Nantucket Beach. The beach in the neighborhood of Norman's Woe this morning is strewn with wreckage. left. Several vessels that lay in the outer harbor are missing this morning and it is supposed that they have diffed to sea. At Lanesville last night, the schooner John Mettler, 57 tons, went ashere and became a total wreck. Fishermen all around Cape Ann lost a large quantity of trawls, nets and other fishing gear. Rockport, Mass., Nov. 26.—The coal schooner Will-

fam S. Doughton broke from the wharf and went ashore on the beach. There is a heavy sea running and it s with much difficulty that vessels are kept from being wrecked.

Portsmouth, N. H., Nov. 26.-The school Dyer, of Saco, Captain Emerson, from New-York, with 400 tons of coal for Saco, went ashore at Joy's Point,

400 tons of coal for Saco, went ashore at Joy's Point, Newcastle, this morning. The cook was washed overboard and drowned. The rest of the crew were saved by the life-saving crew.

Salem, Mass., Nov. 26.—The yacht Gracie went ashore at Orne's Point and was hadly stove.

Vineyard Haven, Mass., Nov. 26.—The schooner Lavina Bell, of Bangor, from Hoboken for Salem, with coal, paried one chain last night and dragged aton of two other vessels. She finally slipped the remaining chain and went ashore on the west side near the Head. Her mainboom and jibbom were broken, her boats stove, and her stern hadly damaged. The schooner G. W. Rawley, of St. George, Me., with a cargo of coal, went ashore at Edgactown. No assistance could reach her on account of the heavy sea.

Winehester, Va., Nov. 26.-A snewstorm accompanied by a high cold westerly wind prevailed here to-day. A targe quantity of corn still remains in the fields.

Fort Menroe, Va., Nev. 26.—There was a heavy snow-storm here to-day. The pilot boot Emech Turicy, of

The annual election of the New-York Press Club st., were througed with eager workers all day and far into the night. The fact that the club hopes efore long to secure a building of its own, added especial interest to the selection of trusters and evoked president, and Charles J. Smith first vice-presider William N. Penny, treasurer, and T. P. McEirath, librarian, were also re-elected. The other officers chosen were: John W. Keller, second vice president;

Washington, Nov. 26.-The policy of building an River navigation continues perilous in English-American Navy, which has been so frequently The steamer Baldwin did not venture advocated by Secretary Whitney and his "Bureau of "nee," does not give promise of suche great battle-ship Texas is concerned. reibune first criticised the Navy Depart steamer City of Rudson is frozen fast in Catakill ment for looking to England as the principal market Considerable damage is reported by the up- for plans, designs and ideas of modern war vessels, and to nine inches deep being reported there. Brilliant Bian engineers, it was credited with having as its sole purpose an attack upon the Administration. On the contrary. The Tribune looked upon this un-American try and a disparagement of American designs in thus trading with British naval architects. But what are the facts regarding the armored

battle-ship Texas, for the designs of which the Navy

Department paid the Barrow Shipbuilding Company \$15,000? What about those prepared by the nent naval architect, William Johns"; or the \$7,500 ones of Mr. Bryce-Douglas, who designed the engines was sunk at her dock here last night. She was loaded of the Cunard steamship Etruria? It is reported that that reason work has been entirely suspended upon the Texas at the Norfolk Navy Yard. A visitor to that yard will find that all the work which has been actually done upon that vessel is practically none at all. The keel-blocks have been laid on the east side of the yard a tandem-compound Corliss engine; two upright botlers for furnishing steam have been put up; a part of the noon yesterday, and continued to fall until this fron flooring has been laid under the shed, and there are one or two machines ready for punching the plates. The working plans which have been laid off in the moulding loft at the Norfolk Navy Yard show that serious blunders have been made, which will not only Canal traffic is nearly suspended, and a retard the progress of the vessel, but will cause a loss of money to the Government, which closed the contracts some time ago for much of the material for the vessel as originally designed. It is found that there are numerous errors in weight and dimensions, and the plans for the interior arrangements are so conflicting that the construction of the ship by them is not only impracticable, but impossible. It is decided that the vessel must be lengthened at least twenty-four feet, and the question is now being considered stand ready to make good the pledge of delegates, whether the original plans must be discarded altowhether the original plans must be discarded altogether, or altered. If they are altered, there will
need to be so many changes that the original plans will
hardly be recognizable. This would necessitate contracting for a lot of new materials, including many expensive steel castings. Then comes the question of ost of the vessel The act of Congress of August 3 856, which authorized the construction of the armored ruiser Maine, and the armored battle-ship Texas. limited the cost of construction of each to \$2,500,000. exclusive of the cost of the armament,

It is said that these defects in the designs of the Texas would not have been discovered at this time except for the failure of English vessels of corresponding designs to develop more than three-fourths of the peed expected of them in the recent manoeuvres of the British Naval Squadron. Of course, if the Texas had been continued and completed without any knowledge of the failure of the English vessels, the failure of he Texas to produce the speed and develop other malities promised by the designers would have been laid upon the shoulders of the American Navy Encineer Corps, notwithstanding the fact that line offiers, who are not expected to be experts, have the upervision of building the Texas and the Maine. In communication addressed to the House Naval Committee explaining his reasons for going to England for lesigns for war vessels, Secretary Whitney said: "I think our true policy is to borrow the ideas of our neighbors, so far as they are thought to be in advance of ours, and give them to our shipbuilders in the shape of plans; and having this object in view, I have been anxious to acquire detailed drawings of the latest things as far as possible for the purpose of utilizing them." But there are many who believe that the Secretary was influenced to this not from his own personal knowledges so much as by the appeals of Heutonant-Commander Chadwick, of the American Logation in London, Commander John G. Walker, and the coterte of officers connected with the "Bureau of Naval Intelligence." If such is the case, Mr. Whitney was unwittingly imposed upon. As a member of 20 abroad for ideas nor ships for our Navy." It is acknowledged abroad and at home that the American havel engineers and constructors have not their superiors in any other country. But the Navy Department to give the imported a foreign draughtsman to do work in the Navy Department to give the impression that no American could be found capable to do the work.

The TRADE IN CHICAGO.

Chicago, Nov. 26 (Special).—For nearly two hours havel engineers and constructors have not their superiors in any other country. But the Navy Department to give the impression that no American could be found capable to do the work. think our true policy is to borrow the ideas of ou neighbors, so far as they are thought to be in ad

## CAPTAIN RAMSAY'S REPORT.

AMERICANS LIVING IN HAYTI IN NO DANGER SINCE SEPTEMBER 28-NO NEED FOR THE BOSTON AT PORT-AU-PRINCE.

ude, west, 75:6; latitude, north, 19:12, November 16 So far as I have been able to learn during the ten days that this ship has been in the harbor of Port au Prince, Hayd, the lives and property of the American citizens re-siding there have been in no danger since the night of September 29 last. On that occasion an American was epientally wounded. I have heard of no insult to the nited States flag. The case of the schooner William ones having been satisfactorily settled and the Provisess to refer the matter of the Haytlen Republic to our Government, should see no necessity for the ship to re-main any longer at that port and have sailed this day for of Lockport, Captain Harry Saunders, which was at New-York in accordance with the orders of Department of

SOMETHING ABOUT COLLIES.

From The Balilmore American.

There are two varieties of the shepherd dog, and while both are dangerous foes, they can be as gentle and affectionate as the hands they guard. Of late there has been a tendency to make these animals household pets, and the popularity of the shepherd is increasing as the years go on. To cattle and sheep raisers, these dogs are valuable in many ways. In the Highlands of scotland and Wales it would be next to impossible to get along without them. They show far more intelligence than the majority of dogs, and are more sagacistis. A well-trained scotch shepherd dog has almost human intelligence. The natural instincts of this animal are to take care of the stock, and no special training is needed to teach them to drive.

atherts of this animal are to take care of the stock, and no special training is needed to teach them to drive.

The inherited habits of generations predispose the sagacious animals to the performance of their duties. Very often young dogs have been known to leave their masters while out for a walk, and attempt to drive cattle, when they had never seen them before. A collie pup, seven months old, in this city, was known, regularly every morning, to drive his master's chickens from the ceitar to the back yard and then trot contentedly back to his house and finish his morning snooze, with an air of having done his daily. Farmers and stock raisers in the West are importing and breeding for their own use the Scotch shepherd dog. The dog's nature is to kill sheep, and much trouble has been experienced with green dogs in the shoepfald. The shepherd pup is generally taken from its mother, and the ewe is made to nurse it along with her lambs. This, in a manner, infuses into them a feeling of kin, and they will protect the sheep, finck and fold to the death. An instance was cited recently of the devotion of the shepherd dog to the fock in its charge. A valuable Southdown ewe had died, and left her two lambs to the care of the cold world. A female collie guarded the flock. One day the flock strayed to a high blud over-looking a running stream. It was nearly sundown, and the dog had been sent to round-up the sheep and drive them hands saw the accident, and run to the low ground to head off, and, if possible, save the sheep and lambs. Nearing the water, he saw the collie stragiling with the old sheep, which was finally brought a hore. The lambs were standing in shoat water, sid, after the sheep and while the lambs, one by one, to land. If they are faithful and affectionate dogs, and will the death. They are forget an units.

bey are faithful and affectionate dogs, and will taill they drop. They never forget an unjust ashment, and will avenge at when opportunity

The points of a good Scotch collie are head long and narrow, pointed almost at the muzzle, small ears, it high on the head and half-creef; the mouth is level and not over-shot; the back should be broad and musular, forelegs long and straight, and set well under as should be nicely snaped and tree from feather half down to the heel. The coat should be thick and and gloss, but not woolly. The colors are black lack and tan; black, tan and white; red, red and thite; red, tan and white; yellow, yellow and black, yellow and white, saish nd gray, and very often a mixture of all thesolors, resembling somewhat an admared cray-patch be brush for tall is generally carried medium low ith a tendency to curl up or sweep at the end uses dogs are often trained for hunding, and as a mass dog are invaluable. They are remarkable for river and are, as a rule, fond of children fills the pag, they are useful as well as ornamental, after the pag, they are useful as well as ornamental, after the pag, they are useful as well as ornamental, after the pag, they are useful as well as ornamental, after the page the page to provide the honor of being the favorite until Dame shift on will wave her wand and issue an edict that other breed of dogs must rule the land for awhile, and the collie will have to step down and out.

A SIMONSON.

A LOAN FOR THE MILEAGE THE GENERAL ASSEMBLY ALMOST ENDED.

SOMEWHAT DISCOURAGING VIEW OF THE FINANCES OF THE KNIGHTS OF LABOR IBT TRIEGRAPH TO THE TRIBUNE. 1

Indianapolis, Nov. 26.-If the Knights of Labor are not about to lose a portion of the industrial elements now attached to the order, all signs are misleading. A prominent Knight says that in all Philadelphia, where the general headquarters are, there will not be more than three local assembiles after this year. It is difficult to get new members now, but an easy matter to loosen the allegiance of members. Miners' District Assembly, of which W. T. Lewis is master workman, is in open revolt, and will doubtless go into the Miners' Federation on December 5. Mr. rooting of trees in the fruit sections. In the Catskills for offering rewards in London and Paris for such Lewis has gone home from the convention thoroughly toward co-operation with other organizations, and that there is no longer any inducement for him to remain in the order. There are two other powerful trades assemblies that will be represented at the Columbus meeting of the miners, and the expectation is that they will all leave the Knights of Labor together. Meanwhile Mr. Powderly has the almost unbroken support of the mixed assemblies and several of the trades assemblies. Of the membership of 259,000, about 200,000, as counted up from the membership represented by delegates in the convention, are not disturbed by schism and not particularly dissatisfied. The order is looked upon by these as the most honorable and glorious in the history of the labor movement. It has been conservative and intellectual in tendency, and if left in the hands of such men as Powderly, these think, will have more influence upon Legislatures and Congress than the millions of members of trade unions and societies, which are mo less tinged with socialism. The malcontents, if they leave the order, will unite with some other. Those who remain in it will stand by Powderly until the last, and if they go down, will never appear in labor movements again. There is a universal conviction that the present fifty thousand dollar machine should not be ruh on the balf million dollar plan.

The delegates will after all ride home on borrowed

money. A loan of \$8,000 has been made to cover

mileage and other expenses incident to the convention now about to close. The lusty shouts of the Administration delegates that the district assemblies would stand by the General Assembly as long as there was a dollar in their treasuries were indicative of great zeal and loyalty, but their faith was without works. No delegate may without the vote of his assembly pledge its money. Few assemblies have surplus Some have and doubtless many of these a maximum, because it was the basis reported for representation in the General Assembly, and every assembly wanted to have as many delegates there as possible. I predict a falling off of at least 59, 000 for this quarter. The per capita is two cents a month. This means a revenue of \$12,000 for the quarter. Here is a new debt of \$8,000 created in a lump. The old bills overdue amount to \$4,000, and Barry says there are still unpaid bills at Minneapolis for the last convention, and \$7,000 of debts in Southern States, contracted in supporting strikers, It will take all the \$8,000 borrowed to meet mileage. There will be other convention bills, and the treasurer has not received money from the October assessment, reports to the contrary notwithstanding. This money, such of it as there is, goes to the Philadelphia head-quarters, of course, and there can't be much of it to draw against, or there would be no loans." It is expected that Barry will turn up at Columbus next month in time to do effective work in leading dissatisfied miners out of the Knights of Labor.

WILL THE POOL BREWERS START A LOCKOUT? The boycott placed by the Central Labor Union oa Sunday upon the "pool" brewers of this city will be followed by retaliatory measures, and it is expected that the first step taken will be a general lockout of union men. At the headquarters of the Ale and Porter Boss Brewers' Association, No. 24 Park place, effect on their business, especially as this is the slack

a decrease in wheat. The "on canol" figures as first posted showed a decrease of over 600,600 bushis, and made it apparent that the total would show a decrease for over 500,000 bushels, and making an increase bushels in the total instead of a decrease, as had seemed certain. Instantly the market turned from a buying to a selling one. From \$1.9.1-8 May sold to \$1.07.5-8. where it closed. It was a most unhappy blunder and costly, especially to the smaller traders. At hight it was estimated that "Hutch" had put out 1,500,000 bushto-day received the following report from Captain by had been a seller on the outside. The receipts of tude, west, 75.6; latitude, north 10.18. Partly because of this very large movement and partly because of heavy speculative selling the price declined. November opened at 1 cent decline, at 38 cents, and closel at 37 1-2, Hutchiason selling that option.

A FINE CLUB FOR YOUNG MEN.

The opening reception of the St. George's Men's Cirk, held last night at the St. George Memorial House, No. 207 East Sixteenth-st., marks the beginning of what promises to be a large and flourishing organization. The club is connected with St. George's Church, and is occupies one of the floors of the elegant new building which adjoins the church, and which was erected by J. Pierrepont Morgan at a cost of \$250,000, in memory of the late Mr. and Mrs. Charles Tracy. The club is provided with one of the best gymnasiums in the city, and has, besides, handsome parlors and a billiard-room-The annual dues are \$4, which includes the use of the gymnasium. The Rev. Dr. W. S. Rainsford, rector of St. George's Church, is himself the president of the club, and it is to be conducted under his general direction.

GOOD SENSE ABOUT CALIFORNIA WINES.

From The San Francisco Cail.

There is a great fortune awaiting a man of means who will provide himself with extensive cellarage, and will fill his cellars with young wine, carefully selected. If he will buy none but the best wine, and pay for it from 20 to 30 cents, he will double his money in a year and treble it in tvo. It is impossible that the choice vintages of Napa and Sonoma Counties can continue to sell in the East at their present figures. They are better wine than the ordinary French Premiere, which is worth \$150 a bottle at the Now-York restaurants, and \$26 to \$0 a dozen at the wine-houses. They are growing a Burgundy in Napa which will compare favorably with good Beaune, worth \$12 a case throughout the East, and a claret with a delicate bouguet which cannot be beaten on the Garonne.

The trouble is that the wine business of California has never been established on a business basis. A wine-grower produces a lot of wine which is made by the crudest processes and handled as if it was lager beer. This he sells to one of half a dozen wine-housed in this city, who pay him 15 cents or 18 cents for his vintage. They plend it, and mix it, and adulterate it, and lengthen it until they have produced a decoction which resembles the claret of the cheap drinking saloons of the East, and this they sell insider it, and the consequence is that no real Eastern demand on any extensive scale arises for our wines and the city wine-houses preserve a monopoly of the market.

The remedy must begin at the beginning. The wine-maker must understand that wine is a very delicate article and requires to be handled with tenderness and extreme care. Every process through which it passes must be watched with the utmost vigilance: a few degrees roor or less of temperature may canse pain, a little neglect of cleanliness may be fatal. If every proceaution has been carefully taken a wine may be preduced which need not be hawked round. It will cheak for itself and will only need to be laid before las

# WICS.

My stock of fine wigs are unsurpassed for their sups-rior workmanship, excellent fit, durability, variety in style and in all colors to suit nil ages. Private apartments for gentlemen's wigs, half wigs, toupees crewinder, de.; constantly a full assortment in all shades of hair; made to order by patent measurement to shade the control of the control

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